NEW YORK'S GREATEST YEAR.

COMMERCE FIGURES TO SHAME THE CANAL PLEADERS.

Exports From This Port Larger Than Even in the Banner Year 1901-Big Increase in Imports, Too-Still the False Alarm New York's Passing Prestige.

Figures compiled yesterday at the Custom House show that the export commerce of the port of New York for the eleven months ended May 31 amounted to \$506 .-425,982. Estimating that the trade for June will be in the same proportion, the business of the fiscal year will be \$552,464,as the largest in the history of the port. These figures make incontrovertible answer to the statement issued by the canal propaganda that "New York has not only shown a relative decrease as compared with competing cities of this country during the last twenty years, but has actually fallen off in export as well as in import trade in the last few years."

As THE SUN pointed out on June 12, New York's export commerce has shown an increase every year for ten years except that 1902 fell below 1901, and the explanation of this made by the Treasury Department is that the corn crop of 1901 was a failure. Including the estimate for the eleventh

month, 1903 will show an increase of \$23,000,-000 over the high-water mark of 1902. Does that look as if New York's commerce was going to the dogs?

At Washington last week the Treasury Department gave out the total export trade for the eleven months of the year as \$1.324,493,293, which gives New York nearly 40 per cent, of the whole export business. Meanwhile there is the canal, which brought to the Hudson River in 1902 only 1,203,801 tons, and but a part of this came to New York

With New York handling nearly 40 per cent. of the export business, is she dependent on the canal system for her supremacy? The canal partisans say that without the enlarged canal she will lose her commercial supremacy. Yet they say that the canal has ceased to be a factor in transportation and New York's commerce keeps steadily gaining.

The import business of New York for the eleven months was \$570,790,592 out of the whole country's total of \$948,957,194. For the full year 1902 the imports were \$559,930,849, so there is an increase of \$10,-000,000 without estimating the business

The fact is that the export grain trade and the other bulk traffic which pays the lowest rates in the classification is sometimes diverted to other ports because New York has so large a commerce in the higher class of merchandise. The tramp, the carrie grain compet higher class of merchandise. The tramp, or cargo, boats that carry grain cannot get the dock facilities at the expense of the more desirable trade. Terminal facilities are cheaper elsewhere and naturally some of the bulk stuff goes there.

That is what the elevator pool at Buffalo and the transfer and lighterage companies at New York object to. They want an enlarged canal, believing that it may bring more grain by that route, business which will pay them a toll of 78 cents a ton. That is why they are trying to induce the people of the State to vote to spend \$101,000,000 to make a larger waterway.

way. Outside of the few who profit in this way the benefits to the State and to New York

the benefits to the State and to New York city are fictitious.

If the enlarged canal will make a grain rate of a cent a bushel less than the prevailing rate to-day who will get the cent?

All the pamphleteers of the canal organisations haven't been able to answer that question by pointing out where any one who helps to bear the tax will get it. In fact, the cent goes to the grain buyer in foreign lands.

To serve the ends of the concerns which prey on the canal traffic at each end of

prey on the canal traffic at each end of the waterway it is proposed to add to the \$323,000,000 already spent on the canal system! a sum of money that in principal and interest represents the cost of the whole educational system of the State, sites, build-ings and equipment of all the schools ings and equipment of all the schools, academies, colleges and universities.
Will they get your vote for this extravagant experiment?

Grange Against Canal Predigality.

All through the State, branches of the State Grange are going on record against the \$101,000,000 canal enlargement proposi-

The farmers of Schoharie county adopted the following resolutions at Gallupville, Whereas, Articles have appeared in certain newspapers alleging collusion between the officers of the New York State Grange and the railroads of the State in opposition to the enlargement of the Eric Canal; therefore it

be it.

Resolved. That we the members of Schoharie County Pomona Grange, desiring to vindicate said officers of the State Grange and place ourselves on record as opposing such enlargement, do hereby unanimously adopt such resolutions and recommend that a copy of the same be forwarded to The NEW YORE SUN.

JERSEY'S CORPORATION TAX. \$2,875,000 Already in Sight This Year. and Much More Coming.

TRENTON, June 23 .- Some idea of the rapidity with which corporations have nultiplied in New Jersey may be gathered from a preliminary schedule of the taxes assessed against miscellaneous corporations, which was filed with the State Comptroller by the State Board of Assessors to-day. Included in the schedule are 5,315 companies, whose taxes are assessed at \$2,375,790. In the corresponding schedule last year there were 4,648 companies, ule last year there were \$,040 companies, taxed at \$1,960,874.

Subsequent schedules last year brought the number of companies up to 8,567 and the assessed taxes to \$2,878,078. It is estimated that this year will show an increase

of at least 1.000 in the number of miscelof at least 1,000 in the number of miscellaneous corporations taxed on their issued capital stock or gross receipts.

The largest tax assessed is against the Prudential Insurance Company, whose gross receipts form the basis of an assessment of \$144,715. The United States Steel Corporation, taxed on its issued capital stock of \$1,018,583,600, will pay to the State \$54,679. Six other companies in the preliminary schedule are taxed on an issued capital stock exceeding \$100,000,000.

Ilminary schedule are taxed on an issued capital stook exceeding \$100,000,000. They are the Northern Securities Company, \$364,867,900, tax, \$21,993; Carnegie Company, \$160,000,000, tax, \$11,750; Amalgamated Copper Company, \$153,890,000, tax, \$11,444; International Harvester Company, \$120,000,000, tax, \$9,750; International Mercantile Marine Company, \$120,000,000, tax, \$9,750; Rock Island Company, \$120,000,000, tax, \$9,750; Rock Island Company, \$116,-350,400, tax, \$9,567.

The Atlas Line Steamship Company Incorporated.

The Atlas Line Steamship Company has been incorporated in New Jersey with a capital stock of \$500,000 to operate a line of steamships for the transportation of general freight and cattle. The incorporators are Emil L. Boas, F. George Messmer and Charles Diehl. The registered office of the company is at 15 Exchange place, Jersey City.

No Such English Bid for Shipyard Trust. Wall Street heard a story yesterday that an English shipbuilding interest had made a bid for the United States Shipbuilding a bid for the United States Shipbuilding Company's properties as they stand, on a basis of taking over the \$10,000,000 mortgage on the Bethlehem Steel Company and a price for the properties which would amount to about 40 per cent. of the company's first mortgage bonds. The yarn was called "ridiculous and untrue" by a representative of the Reorganization Committee.

HARVESTING WINTER WHEAT. Good Progress Made-Rain and Cold Weather in the East.

Washington, June 23.—The Weather Bu-

reau to-day gave out the following general

summary of climate and crop conditions: While still too cool in the districts east of the Rocky Mountains, the temperature conditions of the week ending June 22 were somewhat more favorable in the central valleys and Southern States, but over porions of the Lake region and middle Atlantic States and in New England it was colder than in the preceding week. Heavy rains in the two last named districts interrupted farm work, but in the Ohio and upper Mississippi valleys and Gulf States the conditions were very favorable for cultivation. Rain is now needed in the Dakotas, northern Minnesota and in portions of the central and east Gulf districts. The conditions on the Pacific coast were generally favorable,

but in the coast sections of Oregon work was delayed by rain, while rains are needed in the eastern portions of both Oregon and Washington. A general improvement in the condition of corn in the central valleys is indicated,

A general improvement in the condition of corn in the central valleys is indicated, especially over the western portions. In the Lake region, New England and Middle Atlantic States little or no improvement in this crop is noted. In all northern and central districts corn continues very late, but it is in a good state of cultivation, except in the Middle Atlantic States. In the Southern States early corn is largely laid by and is nearing maturity in Texas.

Winter wheat harvesting has made favorable progress and is now general in the central portions of the winter wheat belt, with disappointing yields, especially in the southern portions of Missouri, Illinois and Indiana. In the Middle Atlantic States a general improvement is indicated. Harvesting is general in California, with nearly average yields in most sections. In Oregon and Washington some improvement is noted, but the crop is in need of rain in the eastern portions of those States.

Spring wheat is suffering for rain in North Dakota and portions of South Dakota and is affected by rust, quite generally in Nebraska. In the two last named States, however, the crop as a rule is doing well, and in Minnesota, Wisconsin and Iowa continues in promising condition. In Washington the crop has improved where moisture has been sufficient, but will be materially shortened in central counties and also in

U. S. SHIP CASE ARGUED.

has been sufficient, but will be materially shortened in central counties and also in

eastern Oregon unless rain comes soon

Samuel Untermyer Characterizes the Reorganizers as Wreckers.

Argument was begun before United States District Judge Kirkpatrick in the Federal Building in Newark yesterday in the suit brought by Roland B. Conklin and others for the appointment of a receiver for the United States Shipbuilding Company. It was a continuation of the hearing pegun in Trenton on Monday.

It was arranged that Samuel Untermyer of this city should open the argument for the complainants, and that Charles L. Corbin should follow for the defence, with Robert H. McCarter to follow and Richard V. Lindabury to conclude the case for the complainants.

Mr. Untermyer spoke for two hours and

Mr. Untermyer spoke for two hours and fifty minutes, beginning with the declaration that he would show that the corporation was insolvent. He said that it was conceived in iniquity, maintained by fraud and was ending in crime. The facts, he said, warranted the appointment of a receiver, and as an alternative plan he declared that if insolvency was not shown to the satisfaction of the court the complainants would contend that the plan of reorganization was for the purpose of reorganization was for the purpose of wrecking the corporation and that the com-plainants had an equitable right to have the court interfere to preserve their hold-

ings.

Mr. Untermyer described the deal with Charles M. Sohwab as a pioturesque performance, and asked what benefit the company received for the mortgage of \$10,000,000 upon its assets to secure the claim of Mr. Schwab, and what protection its creditors had in the transaction. He maintained that Mr. Schwab had paid \$3,000,000 for the Bethlehem Steel Company stock, which within a year he had turned over to the shipbuilding corporation for \$30,000,000. shipbuilding corporation for \$30,000,000.
Recess was taken at the close of Mr. Untermyer's argument and th and counsel ate luncheon at the Essex Club. When the session opened again Mr. Corbin began for the defence. He said that the complainants had failed to show that the company was insolvent and that fraud, mismanagement or waste of assets had not been proved. He conof assets had not been proved. He conof assets had not been proved. He constended that it was necessary to prove both fraud and insolvency to procure the appointment of a receiver under the jurisdiction of the Federal Court, and also that it was necessary to show that some part of the business of the corporation had been discontinued on observers. discontinued or abandoned.

METROPOLITAN FINANCES.

An Authoritative Statement as to the Securities Co. and the Interurban. The following statement from an authori-

tative source was made yesterday:

Leaving out of account the adjustments between the Interurban Street Railway Company and the Metropolitan Securities Company (which are of no practical importance, as the Securities company owns the entire capital stock of the Interurban company and the two concerns may, therefore be considered identical, except for legal purposes) the position is as follows:

The Securities company has expended some \$4,000,000 in acquiring the property and franchises of the Interurban company, the People's Traction Company of New York, the Westchester and Connecticut Traction Company, thewall and Cortlandt Street Ferry Railway Company, which it now owns, and for organization expenses, &c.

The Interurban company has agreed, under the terms of the lease with the street railway company, to furnish the latter company the sum of \$23,000,000 in cash, partly for the purpose of paying off floating debt and partly for new construction, "electrifying" horse-car lines, &c.

For the first \$10,000,000 paid by the Intertative source was made yesterday:

purpose of paying off noating debt and partly for new construction, "electrifying" horse-car lines, &c.

For the first \$10,000,000 paid by the Interurban company to the street railway company, it received from the latter \$11,000,000 of its 4 per cent. refunding bonds, which were sold for cash, realizing about \$10,000,000.

This left about \$13,000,000 to be furnished to the street railway company, for which purpose, and to recoup the Securities company for its outlay for the acquisitions, &c., stated above, there have been called and paid on the shares of the Securities company 50 per cent., i. e. \$15,000,000. As this money is paid over to the street railway company, the Interurban company receives securities for the full value of its payments, thus far principally Third Avenue Railroad stock.

It appears from the foregoing:

(1) That almost the entire amount to be furnished to the street railway company has been provided.

(2) That the Securities company has received and now holds in its treasury securities equal to its payments to the street railway company—in addition to holding property and valuable franchises which it has acquired.

Col. Heft to Leave the New Haven Road. NEW HAVEN, June 23 .- Col. N. H. Heft, chief of the electric department of the New Haven railroad and president of the Meriden and Stamford street railways, is to leave the New Haven road, according to an announcement made to-night. He has been with the New Haven road for seven years. His duties will be looked after by Fourth Vice-President F. S. Curtis.

Sava He Robbed Canadian Bank. Hamilton C. Wallace of Sarnia, Canada, was held in \$1,000 bail in the Tombs police court yesterday to await extradition to Canada. Wallace walked into Police Head-

quarters on Monday night, gave himself up and said that he had robbed the Canadian Bank of Commerce, by which he was em-ployed, of \$558 Business Troubles Morris Friedberg, druggist, at 797 East 138th street, made an assignment yesterday to Paul Armstrong without preference. A creditor's petition in bankruptcy has been filed against Samuel Solomon, a shoe dealer at 1992 Second avenue under the style of Sam's Shoe Bazaar.

To Denver and Return

Account C. E. Convention, via New York Central.

\$45.00 Round Trip.

Tickets on Sale July 6, 7, 8.

The Official Route for the N. Y. State C. E.

SPECIAL TRAIN—Personally Conducted, Including a Tour Through Yellowstone Park, to Leave New York July 6th.

Write for Illustrated Itinerary to

M. C. ROACH,

General Eastern Passenger Agent, 1216 Broadway, cor. 30th St., New York.

EDWARD J. RICHAR DS. GEORGE H. DANIELS, General Passenger Agent. Chief Asst. General Passenger Agent. Grand Central Station, New York.

COTTON SHORTS STAMPEDED.

JULY RUN UP TO 14 CENTS AT NEW ORLEANS

And to Nearly 13 Cents Here-Losses for Some of the Bears on the Next Crop, Which Moved Up With the Rest.

A jump in July cotton at New Orleans to 14 cents, a rise of 50 points, was the signal for a stampede of the shorts at the New York Cotton Exchange yesterday. Frank Hayne, member of the New Orleans bull clique, who is here presumably for the purpose of taking care of the July notices to be issued on Friday of this week, was personally bidding for July, August and September.

July shot upward 60 points, August 66 and September 28 on a rush to cover shorts, and other months moved upward 8 to 16 points. July touched 12.89, August 12.56 and September 11.43 cents.

The idea is that a good deal of cotton The idea is that a good deal of cotton will be tendered on July contracts, but that the Brown-Hayne contingent will take all the cotton that McFadden & Co. or anybody else may tender, that ultimately this cotton will be shipped to Europe, and that by Sept. I there will be a worse cotton famine than ever.

When William P. Brown was here some weeks ago he predicted that 12 or 15 cents

weeks ago he predicted that 12 or 15 cents was among the possibilities. July here closely approximates 13 cents and has risen in New Orleans to 14 cents, with the option 38 days to run.

At one time yesterday local operators sold the next crop months en an unexpectedly favorable Government report, which said:

which said:

Cotton continues small, but its general condition is somewhat improved. Cultivation has made good progress, and fields are clean, except in portions of eastern districts. In Texas plants are healthy and have made rapid growth; but the crop continues two or three weeks late. Boll weevils are spreading in Texas, but so far have done little injury. Lice are causing damage in the Carolinas, Arkansas and Missouri.

But the New Orleans bulls kent on huming But the New Orleans bulls kept on buying But the New Orleans bulls kept on puying the summer months, and though the next crop at one time was 7 to 11 points lower than at the close on Monday it subsequently moved upward in company with this crop options. The shorts were glad to get back at a lose—in some cases, it is to get back at a lose—in some cases, it is to get back at a lose—the cotton which to get back at a lose—in some cases, it is understood, a bad loss—the cotton which they had put out earlier in the day.

they had put out earlier in the day.

On the advance there was considerable realizing, but it had little effect, this crop months closing at a reaction of only 8 to 9 points from the highest figures of the day, while the next crop wound up at practically the best prices. July ended at 12.80; August, 12.50; September, 11.43; October, 10.33; December, 9.93; and January, 9.90 cents.

The closing tone was firm after estimated sales of 500,000 bales.

LOCOMOTIVE COMPANY FAILS. Receiver Appointed for the United States Concern With Offices in Chicago.

CHICAGO, June 23.-Bankruptcy proceedings against the United States Locomotive Corporation, an Illinois concern having a large plant at Hammond, Ind., were begun by creditors in the United States District Court to-day. Judge Kohlsaat, on the motion of Attorney B. B. Davis, appointed Edwin C. Potter receiver of the concern with bonds at \$100,000. At the same time the court appointed Mr. Potter received for the old firm of Torbert & Peckham. which was the predecessor of the corpora-tion. The bonds in this case were fixed at \$10,000.

According to Attorney Frank H. Scott, who represents Receiver Potter, the assets of the locomotive corporation are esti-mated at \$300,000, but as this consists largely of real estate it is not expected that the creditors will realize this amount for the estate. No estimate of the liabilities has been made yet, but they are said to be far in excess of the assets.

Cast Iron Pipe Co. Flourishing. The directors of the United States Cast Iron Pipe and Foundry Company met yesterday and adopted the annual report, which will be issued to the stockholders which will be issued to the stockholders at the annual meeting of the company to be held to-day. The directors also considered the suit which has been begun by A. H. McNeal, a former director of the company, in the New Jersey courts, asking for a receiver. The officers and directors refuse at this time to make any statement in regard to this suit further than to say that it is unwarranted and can amount to that it is unwarranted and can amount t that it is unwarranted and can amount to nothing beyond annoyance.

It was reported unofficially that the annual report will show the company to be in a prosperous condition, with a large working capital and a surplus sufficient to provide for future dividends for some time to come.

DIVIDENDS AND INTEREST. THE CARMEN-GUANAJUATO
GOLD MINING COMPANY.
Seven Per Cent. Sinking Fund
Convertible Gold Debenture Bonds.
The July semi-annual interest coupons of 31/2%
will be paid upon presentation on and after July
ist at the office of its Transfer Agent, the Exploration Company of New York, Mills Building,
New York.

New York.
C. V. R. COGSWELL, Secretary & Treasurer. The National Park Bank of New York.

The Board of Directors has this day declared a semi-annual dividend of EIGHT PER CENT., free of tax, on the capital stock of this bank, out of the earnings of the past six months, payable July 1, 1908, to stockholders of record of June 22.

Transfer books will be closed from that date to July 1, 1908.

GEORGE S. HICKOK, Cashier. THE BANK OF AMERICA.

THE BANK OF AMERICA.

New York, June 19, 1908.

The Board of Directors have to-day declared a semi-annual dividend of TEN (10) PER CENT. free of tax, payable July 1, 1903, to stockholders of record of this date.

The transfer books will remain closed until July 2, 1903.

W. M. BENNET. Cashler. MERCHANTS EXCHANGE NATIONAL BANK of the City of New York.

June 17, 1908.

The Board of Directors have this day declared a semi-annual dividend of Three Per Cent., free of tax, payable on and after July 1, 1903, until which date the transfer books will be closed.

A. S. APGAR. Coahles.

DIVIDENDS AND INTEREST. METROPOLITAN TRUST COMPANY OF THE CITY OF NEW YORK.

SEMI-ANNUAL DIVIDEND NO. 30.

At a meeting of the Directors, held this day, a semi-annual dividend of 8% was declared payable on June 26, 1903, out of Earnings for the six months ending June 30.

The Transfer Books of the Company will be closed at 12 o'clock noon, on June 20, and reopened at 10 A. M. on June 27, 1903.

Dated New York, June 10, 1903.

BENJAMIN STRONG, Jr., Secretary.

MINNEAPOLIS & ST. LOUIS R. R. CO. The Board of Directors has this day declared a semi-annual dividend of TWO AND ONE-HALF PER CENT. (215%) on the Preferred Stock and a semi-annual dividend of TWO AND ONE-HALF PER CENT. (215%) on the Common Stock of this Company, payable July 15, 1903, at the Central Trust Company to stockholders of record on the 30th day of June. 1903. Transfer books will be closed June 30 and reopened July 16. F. H. DAVIS, Treasurer.

MERRILL & BAKER,
PUBLISHERS.

The BOARD of DIRECTORS have this day declared a quarterly dividend of One and Three Quarter Per Cent. (13%) on the Preferred stock, and a quarterly dividend of Two and One-Haif Per Cent. (212%) on the Common stock, payable on and after July 1, 1905. to stockholders of record June 30.

H. R. CLARK, Secretary.

THE FOURTH NATIONAL BANK
of the City of New York, June 23, 1908.
The Board of Directors has this day declared
a semi-annual dividend of THREE AND ONEHALF PER CENT., payable on and after July
lat, proximo.
The transfer books will close at a few payable of the construction of the date, reopening July 1, 1908. CHARLES H. PATTERSON, Cashier.

Canada Seathern Railway Co.
Grand Central Station, New York, June 17, 1908.
The Board of Directors of this Company have this day declared a dividend of ONE PER CENT. upon its Capital Stock, payable at this office on the ist of August next to stockholders of record at 3 o'clock P. M. on Tuesday, the 30th of June. The transfer hooks will not be closed. The transfer books will not be closed. CHARLES F. COX, Treasurer.

GENERAL CHEMICAL CO...

25 Broad St., New York, June 19, 1908.

The regular quarterly dividend of ONE AND ONE-HALF PER CENT. will be paid July 1 to Preferred Stockholders of record at 3 P. M., June 20, 1903. Preferred stock transfer books will be closed from June 20 to July 2, 1908.

JAMES L. MORGAN, Treasurer. TAMES L. MORGAN, Treasurer.

NATIONAE BISCUTT COMPANY.

The regular quarterly dividend of ONE PER CENT. on the common stock has been declared, payable July 15, 1903. Transfer books will be closed from June 29, 1903, to July 15, 1903, both inclusive.

Savings Banks.

EMIGRANT

INDUSTRIAL SAVINGS BANK 51 Chambers St., New York. NEW YORK, June 22, 1903.

DIVIDEND—The Trustees of this Bank have ordered that interest be paid to Depositors entitled thereto for the six and three months ending June 30, 1903, at the rate of THREE AND ONE-HALF PER CENT. per annum on all deposits from \$5.00 up to the limit of \$3,000.

Interest will be an armount of the six and three months ending the second secon Interest will be credited under date of July 1908, and will be payable on and after Monday, July 20, 1903.

DEPOSITS MADE ON OR BEFORE JULY 10, 1903. WILL DRAW INTEREST FROM JULY 1.

JAMES McMAHON, President.

JOHN J. PULLEYN, Comptroller.

Metropolitan Savings Bank, 1 and 3 THIRD AVE. (opp. Cooper Institute). CHARTERED 1852. 100th DIVIDEND.

New York, June 9th, 1908.
INTEREST FOR THE HALF YEAR ENDING
JUNE 30TH, 1908, at the rate of Three and One-Half Per Cent. Per Annum will be credited to depositors entitled thereto under the oy laws of the bank on sums from \$5 to \$8,000. INTEREST PAYABLE JULY 16TH, 1905. MONEY DEPOSITED on or before July 10th will draw interest from July 1st. JONATHAN B. CURREY, President. EDWARD SHERER, Secretary.

EAST RIVER SAVINGS BANK NO. 3 CHAMBERS ST. SEMI-ANNUAL DIVIDEND. New York, June 8, 1908.

A DIVIDEND at the rate of THREE AND ONE-HALF PER CENT. per annum has been declared for the six months ending June 30 upon all accounts entitled thereto, from \$5 to \$3,000, payable after July 10.

DEPOSITS made on or before July 7 will draw interest from July 1.

CHARLES FRAZIER, President.

CHARLES A. WHITNEY, Secretary. EXCURSIONS.

INTERCOLLEGIATE ROWING REGATTA

FRIDAY, JUNE 26TH
AT POUGHKEPSIE
ROUND \$1.00 SLAFER'S
TRIP: MARINE BAND
Tickets at Tyson's, Brentano's, Miller's, McBride's,
Astor House, Rullman's, Cafe Martin: Johnson's,
\$6 W. 42d; Wolfe's, 1989 Madison Av.; principal
hotels: Chandler's, Pulion St., Brooklyn. Leave
Battery 9:30; West 22d St., 10:30; West 129th St.,
11:00; South 6th St., Brooklyn, 9 A. M. CONEY ISLAND

Leave FOOT 22D ST., North River, 9:00, 10:00, 11:00 A. M., 12:00 M., 1:00, 2:00, 8:00, 4:00, 5:00, 8:00, 7:00, 8:00 P. M.

Leave Pier (New) No. 1, } Half hour later.

North River.

Leave NEW IRON PIER, Coney Island, 10:40, 11:40
A. M., 12:40, 1:40, 2:40, 8:40, 4:40, 5:40, 5:40, 7:40, 8:40, 9:40 P. M.

ROUND TRIP TICKETS, 28 CENTS.

ACKER, MERRALL & CONDIT'S LIQUORS and CIGARS served under company management.

UP THE HUDSON INTERCOLLEGIATE BOAT RACES
At Poughteepsie, Friday, June 26, 1908.
A fine folder, with map of river and full program of racing events, for all passengers.
The Long Island Sound twin-screw steamer CHESTER W. CHAPIN will leave Pier 19. N. R., foot of Warren St. (Fall River Line Pier), at 11:00
A. M., West 129th St. 11:30 A. M., coming to anchor in full view of and near finish of races. No more astisfactory or luxurious way of witnessing races will be afforded. Music. Spiendid dining-room service. Tickets, \$1.00.

WEST POINT, NEWBURGH & POUGHKEEPSIE.

Grand Daily Outings (except Sunday.)

By Palace Iron Day Line Steamers

"NEW YORK." and "ALBANY."

From Brooklyn, Pulton St. (by Annex). 8:00 AM

"New York, Desbrosses st, pier. 8:40 "

"West 22d St, pier. 9:00 "

West 129th St. Pier. 9:20

Returning, due in New York 5:30 P. M.

MORNING AND AFTERNOON CONCERTS.

AFTERNOON BOAT, STR. MARY POWELL.

Trains leave N. Y., via Long Island Railroad, foot of E. 84th st., week days, 5:30, 6:40, 7:40, 9:20, 11:00 A. M., 12:10 '12:40 P. M. Race Days C. I. J. Club) and half hourly from 1:10 to 3:40, 4:40, 5:10, 6:00, 6:40, 7:10, 7:40, 8:10, and 8:40 P. M. Trains stop at East New York about 25 minutes after 84th st. time.

Commencing June 25th BLOCK ISLAND, ORIENT, GREENPORT. Shelter Isl. and Sag Harbor Boats Will leave Pier 13, E. R., N. Y., near Wall st., week days, except Saturdays and July 3, 5:30 P. M. Friday, July 3d, and Saturdays (excepting Sat'y, July 4th, at 1:00 P. M.

OCEAN STEAMERS.

Hamburg-American. FOR PLYMOUTH-CHERBOURG-HAMBURG. Twin-Screw Express and Passenger Service.
Bluecher, June 25, 9 A.M | Molike... July 9, 9 A.M | Waldersee, June 27, 7 A.M | Penn'lin'a July 11, 6 A.M | Deutschi'd, July 2, 11 A.M | F. Bismarck, July 16, 10A | Phoenicia... July 4, 2 P.M | Patricia... July 18, 11 A.M

THE GREAT OCEAN FLYER. S. S. Deutschland Record Voyage. 5 Days 7 Hrs. 38 Min. SAILS JULY 2, AT 11 A.M. HAMBURG-AMERICAN LINE. Offices, 35 & 37 Broadway. Piers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO. PLYMOUTH—CHERBOURG—BREMEN. *

OELRICHS & Co., 5 BROADWAY, N. Y. JAPAN-CHINA Hawaii and Philippine Islands.

PACIFIC COAST MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. CO.
TOYO. KISEN KAISHA.

Between San Francisco, Honolulu, Yokohama,
Kobe, Nagasaki, Shanghai and Hong Kong.
Steamers leave San Francisco at 1 P. M.
Gaelle June 27 [China July 15
Hongkong Maru July 7] Dorle July 23
For freight, passenger and general information
apply at 349 Broadway, or 1 Battery Place, Washington Bidg., and 287 Broadway, N. V. City.

Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands. R.M.S.Athenian. June 29 | Emp. of Japan. ... Aug. 17 Emp. of China ... July 6 | R. M. S. Tartar. ... Aug. 24 Emp. of India ... July 27 | Emp. of China ... Sept. 5 Hawsilan, Fiji Islands, Australia and New Zealand June 26 | Miowera July 24 For rates and information apply at 353 & 1 B'way.

RED STAR LINE.

NEW YORK—ANTWERP—PARIS

Vaderl'ind, June 27, 10A.M. | Zeeland, July 11, 10 A.M.

Kroonland, July 4, 10A.M. | Finland, July 18, 10 A.M.

Plers 14 and 15, N. R. Office, 78 Broadway, N. Y.

CUNARD LINE TO LIVERPOOL
From Piers 51 and 52, North River.
Campania June 27, 8A.M. Lucania...July 11, 4 P.M.
Umbria...July 4, noon | Erruria...July 18, 11 A.M.
EXTRA TUESDAY SERVICE.
Carpathia...July 2, 8 P.M. | Armenia...July 21, 2 P.M.

Carpathia. July 7, 8 P.M. | Armenia July 21, 2 P.M. |
Carrying Second and Third Class Only.
VERNON H. BROWN & CO., Gen. Agts, 29 B'way. OLD DOMINION LINE. PAILY SERVICE.

For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Viriginia Beach, Washington, D. C., and entire South and West.

Freight and Passenger steamers sail from Pier 26, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.

ANCHOR LINE. Glassow and Londonderry. Columbia. June 27,10AM Astoria. July 11, 10 A.M. Furnessia. July 4, noon Ethiopia. July 18, noon First Saloon, \$50 to \$100.

Second cabin. \$35 and up; third class. \$26 and up. For new illustrated book of Tours apply to HENDERSON BROTHERS, 17 and 19 B'way. N. Y.

WHITE STAR LINE.

NEW YORK-QUEENSTOWN-LIVERPOOL. Majestic...June 24, noon | Armenian...June 30,16AM Celtic.June 26, 6:30 A. M. | Oceanic...July 1, 11 A. M. Pier 48, North River. Office, 9 Broadway, New York. ATLANTIC TRANSPORT LINE. Minnetonka, June 27.7AM Min'haha, July 11.6:30AM Manitou July 4,9AM Mesaba...July 18,9 A.M. Only first-class passengers carried.
FOR RATES, ETC., APPLY TO 1 BROADWAY.

STEAMBOATS. BY SEA TO MAINE

MAINE STEAMSHIP CO. THE MOST DELIGHTFUL SHORT SEA TRIP OUT OF NEW YORK. Direct route to White Mountains, Bar Harbor, Rangeley Lakes, and all the famous Eastern Coast and Inland Summer Resorts.

Steamers sail Mondays, 10 A. M. Tuesdays, Thursdays and Saturdays at 5 P. M.

Send for illustrated descriptive booklet, mailed free. Offices, 200 Broadway and Plef (New) 32, East River, New York, Telephone, 1200 Orchard.

TROY LINE. Steamer "Saratoga" or "City of Troy" leave West 10th Street pler daily 6 P. M., except Saturday, SUNDAY STEAMERS TOUCH AT ALBANY, Direct railroad connection at Troy for all resorts orth and East.
Excursion: Troy, \$2.50; Saratoga, \$4.50. Dining-room on Main Deck, Searchlight Display.

JOY **ONLY \$2.00** LINE New York to Providence.
First-Class Service. Rast and elegant steamers leave New York daily excepting Sunday, at 5 P. M. from Pier 35, East River, foot of Catharine St. Telephone: 800 Orchard.

HOTELS AND RESTAURANTS. WHERE TO DINE PARK PI Alc. a la carte-Tdh. Table d'hote. Cortlandt

Cafe Martin Table d'hote dinner, 51.50. Music.
Restaurant a la carte.
Supper Cafe Martin Cafe des Beaux Arts
So West 40th St.
Cafe de Logerot
Fifth Ave. & 18th St.
Old Hotel Martin.
University Pl. & 9th St.
Cafe de Logerot
Fig. 24 Ave. & 10th St. Ave. & 10th St. Ave. & 10th St. Ave. & 10th St. Ale. & University Pl. & 9th St. (Music by Stresti's Orch
Cafe Boulevard 2d Ave. & 10th St. Alc. &
Tdh. Hungarian Orchestra.
Wellington 7th Ave., 55th St. Service a la
carle. Music. Suppers.
World Renowned Restaurant.
Terrapin, Game, Shellish.
Healy's Hway, Col. Ave. & 66th St., offers tonight a good orchestra & fine alc. dinner.
Jack's 74th St. & 6th Ave. (Noted for shellJack's 74th St. & Columbus 1 fish and game.
Rathakaller Marlboraugh (Handsom'st in Town

Jack's 3dd St. & Columbus | Sish and game.

Rathskeller Marlborough | Handsom'st in Town seth St. & Broadway. | Music Evenings. |

Vendome ROOF GARDEN, B'way & 41st St. Away in the air. A la carte. Fine music. |

Harlem Casino 124thSt. & 7thAve. Alc. Tdh.75c. |

124thSt. & 7thAve. Alc. Tdh.75c. |

Broadway Central Dinner, 75c. 530 s o'c. |

SIRECTED | St. & B'way. American Dinner, 75c. 530 s o'c. |

Cunch and Dinner | St. & Sish St. & St. &

Park Avenue Hotel Court Garden Ave. A la carte
YeOlde Tavern 161 Duanest. Quaint surroundings.
Dinners by arrangement. Ale.
Terrace Garden 58th St. & Lex. Ave. Ale.
Opera and Open Air Concerts.
Park Pl. Cafe and Ladies' Rest.
Before the Races. A la carte.
O'Toole's 8th Ave. and 116th Street.
Rest. and Grill. Entirely new.
"Hugot's" St. George, S. I. Table d'hote and
a la carte. LASSAR'S Orchestra.
Crescent Hotel
St. George, S. I. Starting Point
of Midland Cars. Ale.
Hotel St. George
St. George, S. I. A splendid
table d'hote Dinner, 50c.

Hudson River by Daylight Palatial Steamers "NEW YORK" and "ALBANY" of the Hudson River Play Line, fastest and firest river boats in the world.

Leave Brooklyn, Fulion St. (by Annex): 8:00 A. M.

"Debrosses St. Pler. 8:40 A. M.

"West 229d St. 9:00 A. M.

"West 229d St. 9:00 A. M.

Landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, Hudson and Albany. Dally, except Sunday. Special trains to Catskill Min. resorts and Saratoga, and easy connections to all points Fast, North and West. Through tickets and baggage checked at offices of N. Y. Transfer Co. Most delightful one-day outings to West Point, Newburgh or Poughkeepsie, returning on down boat. Restaurant open at 7 A. M. MUSIC.

STEAMER MARY POWELL Leaving Desbrosses St. at 3:15 P. M. (Saturdaya 1:45 P. M.). W. 220 St. 3:39 P. M. (Saturdays, 2 P. M.) 129th St. (on Saturdays and Holidays only), 2:20 P. M.) For Highland Falls, West Point, Cornwall, Newburgh, New Hamburgh, Milton, Poughkeepsie, Rondout and Ringston. Orchestra on board.

Rondout and Kingston. Orchestra on board.

BOSTON AND POINTS IN NEW ENGLAND.
FALL RIVER LINE for Newport, Fall River.
Boston and all Eastern and Northern Points.
Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pler 19, N. R., foot of Warren St., week days and Sundays at 5:30 P. M.
PROVIDENCE LINE for Providence, Boston, North and East. Steamers PLYMOUTH and CONNECTICUT. Orchestra on each. Leave Pler 18, N. R., foot Murray St., week days only at 6 P. M.
STONINGTON LINE for Stonington, Watch Hill Narraganselt Pler. Boston and East. Steamers MAINE and RHODE ISLAND. Leave Pler 40, N. R., foot Clarkson St., week days only 6 P. M.
NORWICH LINE for New London, Pisher's Island, Block Island, Norwich, Worcester, Boston, North and East. Steamers CITY OF LOWELL and CITY OF WORCESTER. Leave Pler 40, N. R., foot Clarkson St. week days only, 5:30 P. M.
NEW HAVEN LINE for New Haven, Hartford, Springfield and North, from Pler 40, N. R., foot Clarkson St. week days seamer RICHARD PECK leaves New York at 4 P. M.; Sundays, e:30A.M. (E. Siat St., 10:15 A. M.), returning, due New York 8 P. M.
Tickets and staterooms all Lines at 167, 261, 672, Tickets and staterooms all Lines at 167, 261, 673, 1185, 1354 Broadway, 3 Park Place, 25 Union Square, 245 Columbus Avenue, 273 W. 126th Street, 185 E. 125th Street, New York: 4 Court, 860 Pulton Street, 390 Broadway, Brooklyn., and at Plers.

PEOPLES LINE
FOR ALBANY.

ADIRONDACK OR DEAN RICHMOND.
leaves Pler 32, N. R., foot Canal St., at 6 P. M.
week days. Direct rail connections to points North
East and West. Orchestra on board.

HARTFORD LINE

CATSKILL, HUDSON AND COXSACKIE BOATS Leave Pier 43, N. R., every weekday, 6 P. M.

RAILROADS. Pennsylvania

STATIONS foot of WEST TWENTY-THIRD STREET and DESBROSSES and CORTLANDT STREETS.

The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street

that given below for Twenty-third Street
Station, except where otherwise noted.
7:55 A. M. FAST MAIL.—Parlor, Sleeping and
Dining Cars. For Chicago, Indianapolis and
Louisville.
9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati,
Indianapolis, St. Louis. Dining Car.
19:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation
Compartment Cars. For Chicago, Cleveland,
Toledo and Detroit.
1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—
For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining
Car. M. CHICAGO LIMITED.—Pullman Sleeping. For Toledo, Nashville (via Cincinus) and ville, Indianapolis, Chicago, Si. Louis. Dining Car. Car. Chicago, Si. Louis. Dining Car. Chicago LiMiTED.—Pullman Sleep-

4:55 P. M. CHICAGO LIMITED.—Pullman Sleeping. Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.
5:55 P. M. ST. LOUIS EXPRESS.—For Pittaburg. Cincinnati. Indianapolis, Louisville, St. Louis. Dining Car. For Gary. W. Va. (via Shenandoah Valley Route).
5:55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.
7:55 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knoxaville, daily, via Shenandoah Valley Route. Connects for Cleveland except Saturday. except Saturday.

8:25 P. M. CLEVELAND AND CINCINNATI EX-PRESS.—For Pittaburg, Cleveland, Cincinnati, Indianapolis and St. Louis. 7:55, 8:25, 9:25 (Dining Car), 10:10 (Desbrosses and Cortlandt Streets, 10:20) (Dining Car), 10:55 (Dining Car), 10:55 (Dining Car), 10:55 (Dining Car), 2:10 (Desbrosses and Cortlandt Streets, 2:20), (3:25 "Congressional Limited," all Parior and Dining Cars), 8:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 9:25 p. m., 12:10 night. Sunday, 8:25, 9:25 (Dining Car), 10:55 (Dining Car), a. m., 12:55 (Dining Car), 10:55 (Dining Car), 10:5 WASHINGTON AND THE SOUTH.

night daily.
ATLANTIC COAST LINE.-Express, 9:25 a. m. and 9:25 p. m. daily.
SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily.
NORFOLK AND WESTERN RAILWAY.—For Memp. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEAKE AND OHIO RAILWAY.—7:85 a. m. week-days and 4:55 p. m. daily.

FOR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 9:55 p. m. daily.

ATLANTIC CITY.—9:55 a. m. Through Vestibuled Trains. Buffet Parlor Cars and Standard Coaches. on week-days. Parlor Smoking Car, Parlor Cars, Dining Car, and Standard Coaches. On Week-days. Parlor Smoking Car, Parlor Cars, Dining Car, and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week-days.

CAPE MAY.—12:55 p. m. week-days.

For points on New York and Long Branch Railroad (from West Twenty-third Street Station), 8:55 a. m., 12:10, 2:25, 3:25, 4:10, and 4:35 p. m. week-days. Sundays, 9:25 a. m., 4:55 p. m. (from Desbrosses and Cortlandt Streets), 8:30; 9:00 a. m. 12:20, 2:30, 3:40, 4:20, and 5:10 p. m. week-days.

Sundays, 9:45 a. m., 5:00 p. m.

6:05, 7:25, 7:55, 7:55 (Dining Car), 8:25, 8:25 (Diaing Car), 9:55 St. Louis Limited, 10:10 (Desbroases and Cortlandt Streets, 10:20) (Dining Car), 10:25 (Penna Limited), 10:55 (Dining Car), 10:25 (Dining Car), 1:55 a.m., 12:55 (Dining Car), 1:55 (Dining Car), 2:55, 8:25 (Dining Car), 3:55, 4:25 (Dining Car), 4:55 (Dining Car), 6:55, 7:55, 8:25, 8:25, 8:25, 8:25 p. m., 12:10 night week-days, Sundays, 6:05, 7:55 (Dining Car), 8:25, 9:25 (Dining Car), 8:25 (Dining Car), 8:35 (Dining Car), 7:55, 8:25, 8:25 (Dining Car), 8:35 (Dining Car), 7:55, 8:25, 8:25 p. m., 12:10 night. FOR PHILADELPHIA. 8:55 (Dining Car), 7:55, 8:25, 8:25, 9:25 p. m., 12:10 night.
Ticket offices, Nos. 461, 1354, 118 and 261 Broadway; 182 Flith avenue (below 23d St.); 263 Flith Avenue (corner 26th St.); 1 Astor House; West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt streets; 4 Court Street, 800 Fulton Street, 390 Broadway, and Pennsylvania Annex Station, Brooklyn; Station, Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination. Telephone "914 Eighteenth Street" for Pennsylvania Railroad Cab Service.
W. W. ATTERBURY,
General Manager. Pass'r Traffic Manager.
GEO. W. BOYD,
General Passenger Agent.

General Passenger Agent. 6-21-1903. New York and Boston all Rail.

N. Y., N. H. & H. R. R. and connections,
From Grand Central Station.

Leave. By way of
\$100 A.M., Hartford and Willimantic,
9.04 A.M., Springfield and Worcester,
10.00 A.M., Hartford and Willimantic,
10.00 A.M., Springfield and Worcester,
10.00 P.M.,
10.00 A.M., Springfield and Worcester,
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10.00 P.M., New London and Providence,
10.00 P.M.,
10.00 P.M., Springfield and Worcester,
10.00 P.M.,
10.00 P

LEHICH VALLEY.

NEW YORK, ONTARIO&WESTERNRY.

NEWYORK

& HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS. Trains arrive and depart from Grand Central Station, 42d Street, New York, as below.

Nortif and westbound trains, except those leaving Grand Central Station at 8:30, 11:30 A. M., 2:45, 3:30, 9:15, 11:30 P. M., will stop at 125th st. to receive passengers ten minutes after leaving Grand Central Station.

All southbound trains except the "22th Contral"

3:50, 9:15, 11:30 P. M., will stop at 125th st. to receive passengers ten minutes after leaving Grand Central Station.

All southbound trains except the "20th Century" and the "Empire State Express" and Nos. 36 and 60 will stop at 125th st. ten minutes before their arriving time at Grand Central Station.

12:10

A. M.—4MIDNIGHT EXPRESS.—Due Albays 2.5a A. M.. Troy 6340 A. M.

7.50

A. M.—4MIDNIGHT EXPRESS.—Due Albays 2.5a A. M.. Troy 6340 A. M.

7.51

A. M.—4MIDNIGHT EXPRESS.—Due Albays 2.5a A. M. Troy 6340 A. M.

7.54

A. M.—4MIDNIGHT EXPRESS.—Due All important stations.

8.30

A. M.—1EMPIRE STATE EXPRESS.—Most famous train in the world. Due Burlaid 4:30, Niagara Falls 5:31 P. M.

8.45

A. M.—5AST MAIL.—24 hours to Chicago.

Due Burlaid 7:10, Niagara Falls 6:31 P. M.

A. M.—1SARATOGA AND MONTREAL

10.30

A. M.—1SARATOGA AND MONTREAL

10.30

A. M.—1DAY EXPRESS.—Makes local stops. Due Burlaid 7:10, Niagara Falls 16:35 P. M.

11.30

A. M.—1DAY EXPRESS.—Due Rutland 7:45 P. M.

11.30

A. M.—1CHICAGO LIMITED.—Due Bulland 7:45 P. M.

10.00

P. M.—SOUTHWESTERN LIMITED.—24 hours to Chicago via Lake Shore. 24 hours to Chicago via Lake Shore. 24 hours Electric lights and fans.

12.50

P. M.—SARATOGA LIMITED.—Except Saturday and Sunday, due Saratoga 7:10 P. M.

23.60

P. M.—SARATOGA LIMITED.—Except Saturday and Sunday, due Saratoga 7:10 P. M.

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20.72 3.30 P. M.—YALBANY AND TROY PLYRE—Due Albany 6:40, Troy 7:05 P. M.
3.40 P. M.—YALBANY AND TROY PLYRE—Due Albany 6:40, Troy 7:05 P. M.
3.40 P. M.—YALBANY AND TROY EXPRESS.
4.00 P. M.—YBETROIT, GRAND RAPIDS and CHICAGO SPECIAL.
5.30 P. M.—YBETROIT, GRAND RAPIDS and CHICAGO SPECIAL.
6.00 P. M.—YBETROIT, GRAND RAPIDS and CHICAGO SPECIAL.
7.00 P. M.—WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C.
7.00 P. M.—WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C.
7.01 P. M.—WESTERN EXPRESS.—Via D.
6.02 P. M.—*BUFFALO, THOUSAND ISLANDS AND TORONTO SPECIAL.
7.02 P. M.—*SPECIAL MAIL LIMITED.—Sieeping car only for Rochester.
7.03 P. M.—SPECIAL MAIL LIMITED.—Sieeping car only for Rochester.
7.04 P. M.—SPECIAL MAIL LIMITED.—51eping car only for Rochester.
7.05 P. M.—SPECIAL MAIL LIMITED.—51eping car only for Rochester.
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9.30 P. M.—*PACIFIC EXPRESS.—Chicago M hours by Michigan Central, 33 hours by Lake Shore Lake Shore P. M.—CHICAGO THEATRE TRAIN.—Cape Vincent, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis. troit, Chicago and St. Louis.

*Daily. †Ezcept Sunday. ¿Except Monday.

#ARLEM DIVISION.

9:06 A. M. and 8:35 P. M. daily, except Sunday, to
Pittsfield and North Adams; Saturdays only \$46
P. M.; Sunday at 9:30 A. M.

Pullman cars on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 167, 261, 415 and 1216 Broadway,
25 Union Sq. W., 275 Columbus Av., 183 West 135th

st., Grand Central Station, 125th st. station and
185th st. station, New York; 388 and 726 Pation

st. and 106 Broadway, E. D., Brooklyn.

Telephone "900 88th Street," for New York Central Cab Service. Baggage checked from hotal
or residence by Westcott Express Company.

NEW YORK CENTRAL POUTR

NEW YORK CENTRAL ROUTE NEW YORK, BOSTON AND NEW ENCLAND.
Via Springfield and the
BOSTON AND ALBANY RAILROAD. BOSTON AND ALBANY RAILROAD.

(New York Central and Hudson River R. Lessee.)

Trains leave Grand Central Station, Fourth
avenue and 42d street, New York, as follows:

19:04 A. M., 112:00 noon, *400 P. M., *11:00 P. M.,
arrive Boston 8:80 P. M., 5:40 P. M., 10:00 P. M.,
6:15 A. M.

Leave Boston 19:00 A. M., †12:00 noon, *4:00 P. M.,
11:00 P. M., arrive New York 8:30 P. M., 5:40 P. M.,
10:00 P. M., 6:14 A. M.

Tickeis at New York Central ticket offices, i67, 415
and 12:16 Broadway and at Grand Central Station.
A. H. SMITH, GEORGE H. DANIELS,
Gen'l Superintendent. Gen'l Pass'r Agent.

WEST SHORE RAILROAD

(New York Central and Hudson River R. R. Lessee.)
Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R.:

*7:10 A. M.—For interm. points to Albany.

*9:40 A. M.—(1) Catskill M't'n Express.

*11:20 A. M.—(2) Saratoga and Mohawk Express.

*11:245 P. M.—(8) Rip Van Winkle Flyer.

*1:00 P. M.—Chicago Express.

*2:25 P. M.—(4) Ulster Express to Catskill M't'ns.

*3:45 P. M.—(4) Ulster Express to Catskill M't'ns.

*3:45 P. M.—(4) Ulster Express to Catskill M't'ns.

*6:00 P. M.—For Roch., Buffalo, Clevel'd & Chicago.

*5:00 P. M.—For Syra., Roch., Niag. Falls, Det.&Chi.

*Daily. †Daily, except Sunday. Leave Brook
*1pn Annex: (1) at 19:15 A. M., (2) at †10:45 A. M.,

*1pn Annex: (1) at 19:15 A. M., (2) at †10:45 A. M., Dally. (Dally, except Sunday, Leave Brook-lyn Annes; (I) at 19:15 A. M., (2) at 10:45 A. M., (3) at 112:10 P. M., (4) at 12:46 P. M. Leave Jersey City, Penn. R. R. Sta.; (1) at 19:47 A. M., (2) at 111:20 A. M.; (3) at 112:30 P. M.; (4) at 18:25 P. M. Time tables at principal hotels and offices. Eaggage checked from hotel or rasidence by Westcott Express.

A. H. SMITH.

Gen'l Superintendent.

C. E. LAMBERT,
Gen'l Pass'r Agent.

READING SYSTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (time from South Ferry five minutes earlier than that shown below).

BASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—4:00 (7:15 Easton only).

9:10 A. M., 1:20, 4:40, 5:00 (6:45 Easton only) P. M. Sundays, 2:25 A. M., 1:00, 6:36 P. M.

WILKESPARRE AND SCRANTON—4:00, 9:19
A. M., 5:00 P. M. Sundays, 2:25 A. M., 1 P. M.

LAKEWOOD LAKEHURST, TOMS RIVER
AND BARNEGAT—4:400, 9:40 A. M., 1:20, 4:26
(3:40, 5:00 Lakewood and Lakehurst only) P. M.

Sundays, 10:00 A. M., 12:40 P. M.

ATLANTIC CITY—9:40 A. M., 12:40 P. M.

11:30 P. M.

LONG BRANCH, ASBURY PARK, OCEAN
GROVE, POINT PLEASANT AND SEASHORE POINTS—2:400, 8:50, 11:30 A. M., 1:30
2:45, 2:35, 4:45, 5:30, 6:30 P. M. Sundays, except
Ocean Grove, 9:15 A. M., 4:00 P. M.

PHILADELPHIA — (READING TERMINAL)—
3:425, 17:00, 18:00, 9:00, 10:00, 11:00 A. M., 11:20, 1:00, 9:00, 9:00, 0:0 8:00 P. M.
gFrom Liberty Street only. Daily. †Daily, except Sunday. §Sunday only. †Parlor cars only.

iVia Tamaqua. xSaturdays.
Offices: Liberty St. Ferry, South Ferry, 6 Antor
House, 167, 261, 434, 1800, 1834 Broadway, 182 8th
Av., 25 Union Square West, 185 East 125th St. 378
West 135th St., 245 Columbus Av., New York; 4
Court St., 344, 860 Pulton St., Brooklyn; 390 Broadway, Williamsburg. New York Transfer Co. calls
for and checks baggage to destination.

W. O. BESLER,
Vice-Pres. and Gen. Mgr. Gen. Pass'r Agt.

ROYAL BLUE LINE NEW JERSEY CENTRAL R. R., PHILADEL-PHIA AND BEADING RY. and BALTI-MORE AND OHIO R. R.
Leave South Perry. Liberty St. Ferry.
Balto.-Washington... 18:25 am. 10:30 am. Buffet.
Balto.-Washington... 11:25 am. 11:35 am. Diner.
Balto.-Washington... 12:55 pm. 11:00 pm. Diner.
Balto.-Washington... 12:55 pm. 11:00 pm. Diner.
Balto.-Washington... 12:55 pm. 13:40 pm. Diner.
Balto.-Washington... 12:55 pm. 5:00 pm. Diner.
Balto.-Washington... 12:55 pm. 12:00 pm. Diner.
Balto.-Washington... 12:10 nt. 12:15 nt. Sleepers.
Dally. Dally. except Sunday. 4Sunday only.
Offices: Liberty St. Ferry. South Ferry. 6 Astor
House. 107, 251, 434, 1800, 1854 Broadway, 182 5th.
Av., 25 Union Square West. 158 East 125th St., 273
West 125th St., 245 Columbus Av., New York: 4
Court St., 344, 805 Fulton St., Brooklyn, 390 Broadway, Williamsburg. New York Transfer Co. calls for and checks baggage to destination.

Lackawanna Railroad. Leave New York, foot Barclay and Christopher